

**AMENDMENTS TO THE CLAIMS**

A complete set of claims showing the requested amendments is shown below:

1. (Currently amended) Running gear for rail vehicles, in particular for passenger traffic, wherein:

a running gear frame (1) is supported via primary springs on wheels or wheel sets, and whereon a car body (5) is supported, optionally with insertion directly or via of a cradle rocker (4),

the cradle rocker (4) or the car body (5) is supported, in relation to the running gear frame (1), via secondary springs on at least one spring carrier (2),

the rocker (4) or the car body (5) is connected to the running gear frame (1) by means of shock absorbers damping vertical and/or rolling movements,

and the spring carrier (2) is supported on the running gear frame (1) by means of hangers pendulums (3),

characterized in that

the fixing points of the hangers pendulums (3) on the running gear frame (1), contrary to vertically arranged pendulum hangers, are inwardly staggered displaced in such a way that the longitudinal axes of the hangers pendulums (3) extend obliquely, and

at least one active control element (7) is at least partially, preferably predominantly, arranged in the horizontal direction between the running gear frame (1) and the spring carrier (2) or between the running gear frame (1) and the cradle rocker or car body (4), in such a way that the at least one active control element (7) supports the effect of the centrifugal force on the car body and adjusts the an inclination thereof to an optimum value.

2. (Currently amended) The running gear according to claim 1, characterized in that wherein the hangers pendulums (3) are arranged in such a way that the longitudinal axes

of the hangers pendulums (3) intersect at least approximately at the height of the center of gravity of the car or above the center of gravity of the car.

3. (Currently amended) The running gear according to claim 1-~~or 2~~, characterized in thatwherein at least one passive and/or active damping member is arranged transverse to the direction of travel.

4. (Currently amended) The running gear according to any one of the preceding claim 1s, characterized in thatwherein at least one damping member, preferably a laterally acting damper which can be adjusted dynamically depending on the transverse speed of the car body (5), is arranged between the running gear frame (1) and the cradle rocker or car body (4).

5. (Currently amended) The running gear according to any one of the preceding claim 1s, characterized in thatwherein at least one hangerspendulum (3), each, is arranged on both sides of the longitudinal axis of the rail vehicle, in particular symmetrically to the longitudinal axis of the rail vehicle.

6. (Currently amended) The running gear according to any one of the preceding claim 1s, characterized in thatwherein the at least one active control element (7) is an electrical, hydraulic and/or pneumatic control drive.

7. (New) Running gear for a rail vehicle, comprising:

a running gear frame;

a spring carrier suspended by hangers from the running gear frame, the fixing points of the hangers on the frame being inwardly located with respect to the fixing points of the hangers on the spring carrier such that the spring carrier can be inclined with respect to the frame;

a car body supported via secondary springs on the spring carrier and connected to the running gear frame by means of shock absorbers damping vertical or rolling movements; and

at least one first active control element arranged substantially in the horizontal direction between the frame and the spring carrier to support the effect of the centrifugal force on the car body and adjust an inclination of the spring carrier to an optimum value.

8. (New) The running gear according to claim 7, wherein the hangers are arranged such that their longitudinal axes intersect at a position adjacent to the center of gravity of the car body.

9. (New) The running gear according to claim 7, wherein at least one passive damping member is arranged to damp movement of the car body transverse to the direction of travel.

10. (New) The running gear according to claim 7, wherein at least one active damping member is arranged to damp movement of the car body transverse to the direction of travel.

11. (New) The running gear according to claim 7, wherein a laterally acting damper which can be adjusted dynamically depending on the transverse speed of the car body, is arranged between the running gear frame and the car body.

12. (New) The running gear according to claim 7, wherein the hangers are arranged in symmetrical pairs on either side of the longitudinal axis of the rail vehicle.

13. (New) The running gear according to claim 7, wherein the active control element is an electrical, hydraulic or pneumatic control drive.

14. (New) The running gear according to claim 7, wherein the car body comprises a cradle and the secondary springs act on the cradle.

15. (New) The running gear according to claim 11, wherein the car body comprises a cradle and the laterally acting damper acts on the cradle.